

November 13, 2001

Dear Forum Participant

Attached are the minutes of the Aeronautical Charting Forum (ACF), Instrument Procedures Subgroup, held October 23-24, 2001 at the Air Line Pilots Association (ALPA), Washington, DC. Also attached are an office of primary interest (OPI)/action listing, and an attendance listing.

Please review the minutes and attachments for accuracy and forward any comments to the following:

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AFS-420 maintains an Instrument Procedures Subgroup page for the AFS-420 web site. The site provides copies of the minutes of the past two meetings as well as a chronological history of open and closed issues to include the original submission, a brief synopsis of the discussion at each meeting, the current status, required action, and OPI. The site may be accessed directly at the following address: <http://terps.faa.gov/acf-web/index.htm>. We encourage participants to use this tool for reference in preparation for future meetings.

ACF Meeting 02-01 is scheduled for April 29-May 2, 2002 and will be hosted by the National Aeronautical Charting Organization, AVN-500, in Silver Spring, MD. Please note that **this meeting will begin on Monday** vice Tuesday. Meeting 02-02 is scheduled for October 21-24 with the Aircraft Owners and Pilots Association (AOPA) in Fredrick, MD as host. Please forward new issue items for the 02-01 Instrument Procedures Subgroup meeting to the above addressees not later than April 5th. A reminder notice will be sent.

We look forward to your continued participation.

Norman B. LeFevre, AFS-420
Chairman, ACF, Instrument Procedures Subgroup

Attachment: ACF minutes w/atch.

**GOVERNMENT/INDUSTRY AERONAUTICAL CHARTING FORUM
INSTRUMENT PROCEDURES SUBGROUP
MEETING 01-02 Washington, DC
October 23-24, 2001**

1. Opening Remarks:

Mr. Norm LeFevre, AFS-420, Flight Standards co-chair of the Aeronautical Charting Forum (ACF) and chair of the Instrument Procedures (IP) Subgroup opened the meeting at 9:00 AM on October 23, 2001. The meeting was held at the Air Line Pilots Association Headquarters in Washington, DC. Mr. Kevin Comstock made welcoming and administrative comments on behalf of ALPA. A listing of attendees is included as attachment 1.

2. Review of Minutes of Last Meeting:

Minutes of the last meeting (ACF 01-01), which was held on April 24-25, 2001, were electronically distributed on May 23. No comments were received and the minutes were accepted as distributed.

3. Briefings:

a. Status Report on ACF SID Letter.

Bill Hammett, AFS-420 (ISI), briefed that, at the request of the IP Subgroup, the ACF co-chairs re-transmitted the ACF letter of May 24, 2001 to AAT-1 and AFS-1 requesting an official response. Both parties favorably endorsed the letter. AFS-420 and ATP-120 will jointly establish an ad hoc working group to begin revision of pertinent FAA Orders and Handbooks, the AIM, AIP, as well as charting specifications if required. A target date of January 2003 has been established to accommodate the six-month lead-time for the AIM and AIP. To meet the February 20, 2003 AIM publication date, all work must be complete by August 8, 2002.

b. Revised Order 7910.5A, Aeronautical Charting Forum.

Bill Hammett, AFS-420 (ISI), briefed the group that during formal coordination of the revised Order 7910.5, some office (unknown) forwarded the order to APF-100, Standards and Information Division, who, in-turn requested AGC-110, General Law Branch, review the document. AGC-110 has non-concurred stating that the ACF appears to be an advisory committee, yet fails to comply with the provisions of the Federal Advisory Committee Act (FACA) and requirements of FAA Order 1110.30C, *Committee Management*. AFS-400 has formally responded to AGC-100 directly to attempt mitigation of AGC-110's concerns. The response noted that the ACF was originally proposed as an advisory committee; however, the Administrator at the time stated that there should be a reduction in advisory committees. The response also emphasized the success of the ACF in its current format, which is less rigid and formal than an advisory committee. Industry/government participation and cooperation in resolving charting and criteria issues through the ACF as currently managed was also noted. AFS-420 is awaiting AGC-100 response.

c. Precision Runway Monitor (PRM) Procedure Identification.

Norm LeFevre, AFS-420, briefed the issue. The St. Louis PRM procedures will retain “PRM” in the procedure title. The AFS-420 position to use the “alpha” suffix in the procedure title is still under discussion. The issue will probably not be decided until after a standardized procedure naming policy is developed through the ICAO OCP Panel. Marty Walker, ATP-120, stated that “PRM” should remain in the title to ensure that there is no misunderstanding between pilots and controllers. Most user groups supported this position at the last meeting. An AFS-410 representative was not available to respond to the ALPA question at the previous meeting regarding the applicability of CAT II/III minimums to PRM procedures.

4. Old Business (Open Issues):

a. 92-02-104: TERPS paragraph 323a, Precipitous Terrain Additives.

Norm LeFevre, AFS-420, briefed that TERPS Change 20 will contain criteria requiring use of the automated program to determine the minimum precipitous terrain ROC adjustment additive by segment. Implementation policy regarding the scope of application (each approach developed regardless of location, accept the automated adjustment without human override) and start-up policy (phase-in or immediate implementation) has not been decided. Implementation policy will be presented at the next ACF meeting. Brad Rush, AVN-160, briefed that AVN-100 OTE is complete.

Added Note: Bill Hammett, AFS-420 (ISI) briefed the following proposed TERPS change schedule: Change 19 was targeted for AFS-1 signature the first week in OCT; however, Volume IV (Departure Procedure Construction) required extensive editing. It is now targeted for signature in early December. It is planned that Change 20 will be circulated for formal coordination in May 2002.

Status: AFS-420 will continue tracking the program and report at the next meeting. **Item Open (AFS-420).**

b. 92-02-105: Review Adequacy of TERPS Circling Approach Maneuvering Areas and Circling at Airports with High Heights Above Airports (HAA's).

Norm LeFevre, AFS-420, briefed that new circling criteria was developed as a result of ASAT testing and was originally scheduled to be included in TERPS Change 19. Last minute AOPA concerns over the impact of the new criteria on Category A aircraft have delayed the criteria until Change 20. Norm noted that although AOPA has raised concerns, they have not presented hard data to challenge the AFS-420 analysis of circling airspace requirements. The new circling criteria are scheduled for inclusion in TERPS change 20. Norm requested that AOPA present data supporting smaller than planned circling areas to AFS-420 NLT 1/1/2002 or the proposed new circling areas will be included in TERPS as originally proposed and briefed to the ACF.

Status: AFS-420 to track publication of the new criteria. **Item Open (AFS-420).**

c. 92-02-110: Cold Station Altimeter Settings.

Norm LeFevre, AFS-420, briefed that Carl Moore, the AFS-420 specialist assigned this issue, has proposed that procedures be designed with a cold temperature adjustment. The final approach segment altitudes will be adjusted by the pilot based on current temperature. Other procedure segments would include year round adjustments based on the mean temperature minus 3 standard deviations. Statistically, if this were followed, there would be only 12 hours per year where the adjustment would be insufficient. Carl's analysis indicates that segment altitudes, other than final, already have adjustments (airspace, ATC, etc.) that in most cases preclude the necessity for an additional cold weather adjustment. NACO has provided a list of terrain impacted airports, which will be ranked based on temperature and terrain, and then AFS-420 and AVN-100 will discuss implementation alternatives. Kevin Comstock, ALPA, once again briefed that this issue must be worked with input outside of AFS-400. He noted that ALPA has repeatedly requested, to no avail, that an ad-hoc FAA/industry group be formed to work the issue. Norm agreed to carry this concern back to AFS-420.

Status: AFS-420 will continue working the issue and report. **Item Open (AFS-420).**

d. 93-01-121: Provision of Current IAP Procedural Directive Guidance to the Aviation Community (AC90-XX).

Norm LeFevre, AFS-420, briefed that Flight Standards has awarded a contract to produce the directive. The intent is to produce a comprehensive publication that will be on a routine change cycle. Norm distributed a proposed outline of content for members to review and noted that the ACF will be requested to review and provide input on the product as it is developed. In order to manage input, Norm has been assigned as the sole government focal point for input to the contractor. A small ad hoc group, led by Norm, will accomplish periodic reviews of the product during development. **Editorial Note:** Norm also briefed this issue at the *Charting Portion of the ACF*.

Status: Monitor contractual support and report. **Item Open (AFS-420).**

e. 96-01-155: Operational Status for OROCA Use.

Gary Powell, ATP-104, briefed that he has been reviewing the past history of this issue and noted that there have been so many discussions and changes to the original issue that he is unsure what the solution is now. Bill Hammett, AFS-420 (ISI), recapped the history. He also noted that ATA-400 did not include an OROCA evaluation in the OE/AAA process during the re-write of Order 7400.2. This was a key element of the AFS-400 approval for use of the OROCA for obstruction clearance; therefore, the issue should be closed from further consideration. Brad Rush, AVN-160, stated that using the OROCA as an approved, routinely assigned altitude for off-route RNAV IFR flight is changing the original intent of OROCA. Norm LeFevre, AFS-420, concurred, adding that there is no assurance of reception, controlled airspace, periodic review, communications, etc. Brad Alberts, FPA, noted that FAA needs a plan for the future. Free flight at lower altitudes will demand a non-radar altitude and the OROCA seems appropriate for this. Gary Powell, ATP-104, stated that his office is addressing the "non-radar" issue for off route RNAV flight through various forums. He will ensure the OROCA issue is on the agenda for discussion at the Dec 2-3 ATSOIT. The group

recommended that ALPA take the lead in concert with FPA, AOPA, and NBAA in developing a restatement of the intent of the original issue paper. ***Editorial Note:*** ALPA provided the following post-meeting restatement of the issue, which is included in the minutes:

The OROCA issue needs to remain open before the ACF. The present OROCA concept is flawed, for several reasons including its excessive size rendering it useless in mountainous areas and because there is no minimum entry altitude assessment (a.k.a.: "area MCA").

The off-route concept needs to be explored and refined. There are both ATC and obstacle clearance aspects that must be refined to be safe and operational. Perhaps the ATC aspects need to be brought before ATPAC, and perhaps the obstacle-operational issues can be addressed in other working groups. Regardless, oversight of the ultimate resolution of the obstacle and operational issues of direct, off-route flight remains a matter for the ACF.

Today, both pilots and controllers initiate off-route "direct-to" clearances. The reality is that such direct-to clearances are often issued at altitudes well below the minimum IFR altitude for higher terrain that may be at considerable distance at the time of the initial issuance of a direct-to clearance. The pilot must possess a simple, positive tool to determine the minimum safe off-route altitude in the event a direct-to clearance progresses into an area of higher terrain, and ATC intervention is unavailable on a timely basis.

Status: ATP-104 will address the issue at the next ATSOIT meeting and report the results.
Item Open (ATP-104).

f. 96-01-162: GPS NoPT Terminal Routes and PT Required Terminal Routes.

Bill Hammett, AFS-420 (ISI) briefed that the Instrument Flying Handbook, FAAH 8083-15, has been published. Several agencies have expressed concern about the content adequacy and currency of the IFH pertaining to certain areas. However, AFS-420 believes that the guidance relating to course reversals (PT's) is satisfactory and, along with the revised AIM material supports the intent of Part 91.175j as interpreted by FAA's General Counsel. The ACF also agreed, after discussion at the last meeting, that annotating "PT required" on SIAPs was unnecessary and to close related issue 00-02-228. Bill recommended the issue be closed. The group agreed.

Status: **Item Closed.**

g. 96-01-166: Determining Descent Point on Flyby Waypoints (Originally: Definition of "On Course").

Norm LeFevre, AFS-420, briefed that FAA policy has not been resolved. There is no change in status.

Status: AFS-420 will continue to work and report on the issue. **Item Open (AFS-420).**

h. 97-01-175: Pilot Duties to Confirm GPS Database.

An AFS-410 representative was not in attendance. Issue continued to the next meeting.

Status: AFS-410 to develop AIM material regarding IFR GPS use. Item Open (AFS-410).

i. 97-01-177: Non-collocated DME Use at/inside FAF.

Kevin Comstock, ALPA, provided an update that there is a government/industry agreement that the FAA will install 177 new DME systems. Current events resulting from the September 11th tragedy may impact this agreement financially. Kevin will continue to monitor progress through the CAST initiative and report as necessary.

Status: Item Open – Inactive (ALPA).

j. 98-01-197: Air Carrier Compliance with FAA-specified Climb Gradients.

An AFS-200 representative was not in attendance. Issue continued to the next meeting.

Status: AFS-200 to work the issue and report at the next meeting. Item Open (AFS-200).

k. 98-01-199: RVR Accuracy and Conflict with Flight Visibility.

An AFS-410 representative was not in attendance. Issue continued to the next meeting.

Status: AFS-410 to work the issue and report at the next meeting. Item Open (AFS-410).

l. 98-01-206: Washington DC P-56 Airspace and KDCA IFR Departures.

Brad Rush, AVN-160, briefed that the DPs were to be charted on 1 November, but were put in a “hold in abeyance” status as a result of the events of September 11th. Brad will monitor the status and report at the next meeting.

Status: AVN-160 will continue to track DP processing and publication. Item Open (AVN-160).

m. 98-01-209: Consolidated STAR Items Transferred from Charting Portion.

Gary Powell, ATP-104, briefed that the new STAR order has been signed and briefed to the union. The Order should be distributed within the next two months. The new Order should address the STAR charting issues. Once published, all will be asked to review the issue for closure.

Status: Awaiting review of the new STAR Order and concurrence for closure. Item Open (ATP-104).

n. 99-01-215: Radar Required SIAP's.

Brad Rush, AVN-160, provided ALPA a periodic spreadsheet indicating progress. The spreadsheet, which is primarily of interest to ALPA, is not attached. Anyone desiring a copy may contact Brad.

Status: AVN-160 will continue to provide progress updates at each meeting per ALPA's request until work is complete. Item Open (AVN-160).

o. 99-02-216: Elimination of Verbiage on DP's and STAR's.

Bill Hammett, AFS-420 (ISI) briefed that AFS-420 is still working this issue in conjunction with AVN-100, AVN-500, and ATA-100. Progress was made in a September 17 telcon with the aforementioned in attendance. The 8260-15 series forms will have to be re-designed and Order 8260.46 revised to clearly indicate to charting agents what text must be published literally and what text may be interpreted graphically. This is planned as Change 1 to Order 8260-46. No target date for development has been established. Gary Powell, ATP-104, advised that the ATP-120 IOU to revise the AIM STAR language has been submitted for publication.

Status: 1) AFS-420 revise, as necessary, associated DP forms and Order 8260.46.
2) ATP-120 monitor AIM change. Item Open (AFS-420 & ATP-120).

p. 99-02-219: Application of TERPS Paragraph 289.

Norm LeFevre, AFS-420, briefed that he was unable to get the status of the proposed AIM material. An ATA-130 representative was not available; however other IACC members stated that the chart change proposal has not been presented for IACC consideration. Status unchanged, the issue will be updated at the next meeting.

Status: AFS-420 to consider AIM material. ATA-130 to report IACC action. Item Open (AFS-420 & ATA-130).

q. 00-02-225: TERPS Paragraph 251b(2)(c) – Visual Area Obstacle Clearance

No update required. Issue has been resolved pending publication of TERPS Change 19.

Status: Item Open – Inactive (AFS-420).

r. 00-02-226: Precision FAF (PFAF) Location for RNAV SIAPs at ILS Runways

Norm LeFevre, AFS-420, briefed that the issue has been resolved. Policy has been developed and promulgated in TERPS Instruction Letter (TIL) 01-023A and TIL 01-029.

Status: Item Closed.

s. 00-02-229: Turbine Powered Holding

Norm LeFevre, AFS-420, briefed that Flight Standards has studied the issue and believes that it is not an aircraft Category issue, but rather a performance issue. Pilots must be aware that if they are unable to accept an ATC assignment; e.g., 175 KIAS holding, they are responsible to make the controller aware of it. Terry Mahaffey, ATP-104 (NATCA), emphasized that the controller is, in turn, responsible to respond to a pilot's advisory. Marty Walker, ATP-120, advised that Pat Fair, ATA-130, provided him a list of 175K holding patterns currently published on en route charts. Marty briefed that there are 14 patterns published and all are necessary for various reasons (congested airspace, obstructions, etc). The AFS-420 IOU to publish AIM information regarding climb-in-hold pattern airspeeds has been accomplished [see AIM, paragraph 5-3-7j2(b)(5)]. It was noted that AIM paragraph 5-3-7j2(b)(2) requires correction to eliminate the Category A and B annotation. Norm stated that AFS-420 would make this editorial change.

Status: AFS-420 to revise AIM paragraph 5-3-7j2(b)(2). **Item Open (AFS-420).**

t. 00-02-230: SIAP Deceleration Segment and High Bypass Fan Engines

Bill Hammett, AFS-420 (ISI), briefed that AFS-420 has no progress report on this issue. Brad Rush, AVN-160 briefed that the KLAX SIAP's will be reviewed in conjunction with the Las Angeles airspace re-design project.

Status: 1) AFS-420 to continue ASAT modeling and criteria development. 2) AVN-100 to continue re-design efforts at KLAX. **Item Open (AFS-420 & AVN-160).**

u. 01-01-233: Requiring Reported Ceiling on Mountain Area SIAP's With High HAT/HAA Values

Kevin Comstock, ALPA, reported that ALPA has no input other than that the FAA should address the issue from a safety standpoint. Bill Hammett, AFS-420 (ISI) reiterated that this issue was before the subgroup several years ago and there was no support for ALPA's position. Simon Lawrence, ALPA, requested the issue remain open for further input at the next meeting.

Status: ALPA to coordinate a consolidated industry recommendation for the IP Subgroup to formally forward to AFS-200/800. **Item Open (ALPA).**

v. 01-01-234: Designation of Maximum Altitudes in the Final Approach Segment

Dave Sheehan, NBAA, requested that AVN action be placed on hold pending further consideration. Bill Hammett, AFS-420 (ISI) briefed that policy has been added to change 3 to Order 8260.19 to not use maximum or mandatory altitudes in procedure design unless absolutely necessary. Brad Rush, AVN-160, briefed that his office queried the control facility regarding the design anomalies of the KORL RWY 7 SIAPs (the maximum altitude restriction and location is different on three separate SIAPs). Brad reported that ATC did not want to consider any changes. Marty Walker, ATP-120, briefed that the restrictions were needed for capacity. Without the restrictions, the arrival rate for KORL would be reduced from

approximately 30 aircraft per hour to 12. Brad challenged the necessity because of the inconsistencies of the restriction points, the restriction altitudes, and missed approach altitudes for the KORL SIAPs. Brad Alberts, FPA, stated that capacity should not override safety and pilot training. Bill Hammett, AFS-420 (ISI) pointed out obvious contradictions between the AIM, Instrument Flying Handbook and the Pilot Controller Glossary (PCG). AIM, paragraph 5-4-5b NOTE, states in part; "...Pilots are cautioned to adhere to altitudes as prescribed because, in certain instances, they may be used as the basis for vertical separation of aircraft by ATC". AIM, paragraph 5-4-19, states; "Therefore, when an early missed approach is executed, pilots should, unless otherwise cleared by ATC, fly the IAP as specified on the approach plate to the MAP at or above the MDA or DH before executing a turning maneuver." The Instrument Flying Handbook, FAAH 8083-15, page 10-22, also states in part; "...continue to fly the IAP as specified on the approach plate to the MAP at or above the MDA or DA/DH before beginning a turn". Whereas, the definition of MISSED APPROACH the PCG states in part; "...A pilot executing a missed approach prior to the MAP must continue along the final approach course to the MAP. The pilot may climb *immediately* to the altitude specified in the missed approach procedure". These contradictions can lead to pilot confusion and deviation from ATC expectations. Marty Walker, ATP-120 took the IOU to revise the publications.

Status: 1) NBAA will work the issue with ATP-100 and report back to the forum. 2) ATP-120 will address the AIM and PGC contradictions. [Item Open \(NBAA and ATP-120\)](#).

5. New Business:

a. 01-02-235: Harmonization of RNAV DPs

New issue presented by Dave Sheehan on behalf of NBAA. NBAA is concerned that the FAA has criteria published in Order 8260.44, Civil Use of RNAV DPs, for Level 1 (RNP-1), Level 2 (RNP-2), and Level 3 (RNP-0.3), yet ARINC 424 specifications do not discriminate between any of them. This failure to integrate procedure design and avionics systems raises the possibility that pilots could select a procedure that a FMS will be unable to navigate. Dave recommends that FAA develop guidance for pilots to explain which RNAV equipment is suitable for each level DP and that ARINC specifications include support of all levels of RNP planned for implementation. Norm LeFevre, AFS-420 stated that AIR is supposed to write a bulletin addressing this issue. He took the IOU to follow up the issue with AIR and report back to the ACG. He also recommended that NBAA take the issue directly to ARINC.

Status: 1) AFS-420 will forward and follow up the issue with AIR and follow up. 2) NBAA will present the issue to ARINC. [Item Open \(AFS-420 and NBAA\)](#).

b. 01-02-236: Vertical Descent Angle (VDA) Charting

New issue presented by Brad Rush, AVN-160. AVN-100 is concerned that Jeppesen is making non-approved alterations to procedures for civil use that are not sanctioned or supported by government source data (8260-series form). Specifically, Jeppesen is adding VDAs and TCHs to on airport, no-FAF SIAPs. Jeppesen's computations appear to be based on a computer navigation fix (CNF) which was added to accommodate the GPS overlay process. Using the CNF results in publication of descent gradients that exceed TERPS criteria. FAA policy specifies that VDAs are only applicable to SIAPs with a FAF. Therefore, Brad recommends that Jeppesen cease publishing VDAs not supported by the FAA. Bill

Hammett, AFS-420 (ISI), commented that this appeared to be a radical departure from Jeppesen's normal policy of always requiring source data to support their products. Kevin Comstock, ALPA, stated that he understood that the FMS task force position was that VNAV and stabilized descent charting was to be for with-FAF procedures only. Dave Goehler, Jeppesen, stated that their legal department was reviewing the issue. Jeppesen also would like to brief the issue at the next FMS Task Force meeting and will report back to the next ACF.

Status: Jeppesen to address the issue internally and through the FMS Task Force and report at the next meeting. **Item Open (Jeppesen).**

6. Next Meeting: The next ACF meeting is scheduled for April 29-May 2, 2002 and will be hosted by the National Aeronautical Charting Organization, AVN-500, in Silver Spring, MD. Please note that **this meeting will begin on Monday** vice Tuesday. Meeting 02-02 is scheduled for October 21-24 with the Aircraft Owners and Pilots Association (AOPA) in Fredrick, MD as host.

Please note the attached OPI listing (attachment 2) for action items. It is requested that all OPI's provide the AFS-420 co-chair (with an information copy to Bill Hammett) a written status update on open issues not later than April 5 - a reminder notice will be provided.

7. Attachments (2):

1. Attendance Listing.
2. OPI/Action Listing.

**AERONAUTICAL CHARTING FORUM
INSTRUMENT PROCEDURES SUBGROUP
ATTENDANCE LISTING - MEETING 01-02**

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**AERONAUTICAL CHARTING FORUM
INSTRUMENT PROCEDURES SUBGROUP
ATTENDANCE LISTING - MEETING 01-02**

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* = Tuesday only				
** = Wednesday only				

**AERONAUTICAL CHARTING FORUM
INSTRUMENT PROCEDURES SUBGROUP
OPEN AGENDA ITEMS FROM MEETING 01-02**

<u>OPI</u>	<u>AGENDA ITEM (ISSUE)</u>	<u>REQUIRED ACTION</u>
AFS-420	92-02-104 (Precipitous terrain adjustments)	AFS-420: Develop implementation plan.
AFS-420	92-02-105 (Circling areas)	Track status of new criteria.
AFS-420	92-02-110 (Cold weather altimetry)	Lead effort & track issue. Consider forming a FAA/industry group to work issue
AFS-420	93-01-121 (AC 90-XX)	Monitor contractual support and report.
ATP-104	96-01-155 (OROCA use)	Address issue through ATSOIT.
AFS-420	96-01-166 (Descent point of flyby waypoints. Originally “on course”)	Consolidate position, develop AIM material and report.
AFS-410	97-01-175 (Pilot duties to confirm GPS database)	Develop AIM material for IFR GPS use.
ALPA	97-01-177 (Non-collocated DME use at/inside FAF)	Status is Open/Inactive. ALPA to report CAST initiatives as deemed necessary.
AFS-200	98-01-197 (Air carrier compliance w/climb grad's)	Work issue and report.
AFS-410	98-01-199 (RVR accuracy vs. flight visibility. Also use of RVR minima)	Work issues and report.
AVN-160	98-01-206 (P-56 airspace vs. KDCA IFR departures)	Track processing/publication & report.
ATP-104	98-01-209 (Consolidated STAR issues from charting portion) (94,95,96,97,98,99,100,101)	Track development of new STAR Order & report.
AVN-160	99-01-215 (Radar required SIAP's)	Provide procedure status list to ALPA.
AFS-420 ATP-120	99-02-216 (Excess verbiage on DP's & STAR's)	AFS-420: Revise DP forms. ATP-120: Submit AIM change.
AFS-420 ATA-130	99-02-219 (TERPS paragraph 289 application & obstacle charting)	AFS-420: Explain criterion in AIM. ATA-130: Track IACC action and report.
AFS-420	00-02-225 (Visual area obstacle clearance – TERPS 251b(2)(c) & 251b(3))	Status is Open/Inactive pending publication in TERPS Change 19

AFS-420	00-02-229 (Turbine powered holding)	AFS-420: Revise AIM paragraph 5-3-7j2(b)(2)
AFS-420 AVN-160	00-02-230 (SIAP deceleration segment and high-bypass fan engines)	AFS-420: Study interm. seg. DG policy. AVN-160: Assess LAX ILS RWY 25L
ALPA	01-01-233 (Requiring reported ceilings on high HAA/HAT values)	Coordinate consolidated industry position for IP Subgroup to forward to AFS-200/800.
NBAA ATP-120	01-01-234 (Designation of maximum altitudes in the final approach segment)	NBAA: Work issue with ATP-100 and report. ATP-120: Address AIM and PCG contradictions.
AFS-420 NBAA	01-02-235 (Harmonization of DP's)	AFS-420: Follow up issue with AIR. NBAA: Present issue to ARINC
Jeppesen	01-02-236 (Vertical descent angle (VDA) charting)	Work issue internally and brief IP Subgroup.